

CHAPTER 1

INTRODUCTION

Transportation is one of the foundations of society, a means of moving people and goods from place to place. From multilane interstate highways to gravel roads, from bike lanes, trails and sidewalks to airports and rail lines, transportation infrastructure enables society and the economy to meet people's needs.

The interdependent relationship between transportation and land use means that development decisions made today will affect future transportation needs. Decisions about housing, open space, and farmland affect where and how people travel, and impact public health and economic development.

Therefore, to effectively maintain, improve, and plan for the future needs of the transportation system, it's necessary to consider the system's current condition as well as societal trends.

High-growth areas may require new roads, additional capacity, or improvements to public transportation. Routes used by heavy farm machinery and trucks may require additional maintenance or safety features. Modes of transportation other than vehicles and trucks, such as buses, rail, biking, and walking, may become more prevalent based on changing economic and social conditions. In addition, security concerns and the economy have spurred significant changes in air travel patterns.



Note: A glossary of terms is available at www.compassidaho.org/comm/glossary.htm. Acronyms in this document are defined in Appendix B.

The Community Planning Association of Southwest Idaho (COMPASS) has developed this regional long-range transportation plan, *Communities in Motion 2040* (CIM 2040). This plan looks out to the year 2040 and has two main purposes:

- document the present state of the transportation system in Ada and Canyon Counties, Idaho, across all transportation modes, and
- chart a course for the maintenance and improvement of the transportation system based on anticipated needs and expected revenues.



Agricultural field along Black Cat Road, Kuna. Photo: Troy Behunin, as part of the *Your Treasure Valley Future Photo Challenge*.

In addition to assessing regional transportation and land use issues, CIM 2040 considers six other related elements: housing, community infrastructure, economic development, open space, farmland, and health.

The forecasted needs in CIM 2040 are based on expected growth patterns, described by the CIM 2040 Vision (Chapter 3). To account for new developments and changing trends in the region, COMPASS evaluates and revises the regional long-range transportation plan every four years.

Plan Format

This plan is divided into 11 chapters:

Chapter 1: Introduction provides an overview of transportation planning requirements, the function of COMPASS, and the goals of CIM 2040.

Chapter 2: Public Participation and Involvement describes the public involvement process throughout the development of the plan and how public input helped shape the planning decisions that are the backbone of this plan.

Chapter 3: Defining the Vision describes the scenario planning process and the resulting CIM 2040 Vision, and presents population and employment forecasts.

Chapter 4: Transportation Financial Analysis reviews current sources of transportation funding and estimates the revenues and funding that will be available through 2040.

Chapter 5: Existing Transportation System discusses the characteristics and operation of the current transportation system.

Chapter 6: Future Transportation System Priorities and Needs describes the future transportation system and services required to meet the region's needs in 2040, and lists the funded and unfunded transportation projects.

Chapter 7: Transportation Safety discusses goals and priorities relating to the safety of the transportation system users.

Chapter 8: Transportation Security reviews potential threats to the region and how the transportation system interacts with local preparedness and emergency management strategies.

Chapter 9: Environmental Considerations examines the potential impacts of planned transportation projects on the environment, and discusses methods to avoid, minimize, and mitigate those impacts.

Chapter 10: Assessing Performance of the Transportation System outlines how the performance of the transportation system will be evaluated per CIM 2040 goals and targets.

Chapter 11: Implementing the Plan focuses on policy statements that summarize how the plan elements work together to foster better coordination, planning, and decision making in the region.

Community Planning Association of Southwest Idaho

COMPASS is an association of local governments working together to plan for the future of the region. COMPASS members consider factors that affect quality of life for area residents when making decisions about transportation and setting priorities for spending federal transportation dollars over the next 27 years.

COMPASS conducts this work as the metropolitan planning organization (MPO) for two urbanized areas in southwest Idaho: the Boise Urbanized Area in Ada County and the Nampa Urbanized Area in Canyon County. COMPASS has served as the MPO for the Boise Urbanized Area since 1977 and the Nampa Urbanized Area since early 2003. The COMPASS planning area consists of all of Ada and Canyon Counties (Figure 1.1).

Figure 1.1. The COMPASS planning area¹

Federal Requirements

Federal law has mandated transportation planning at the state and metropolitan (population greater than 50,000) levels since the 1960s. Guidelines for transportation planning are included in past and current federal transportation laws, including 2012's Moving Ahead for Progress in the 21st Century Act (MAP-21).

¹ [www.compassidaho.org/documents/prodser/CIM2040/Maps/CompassPlanningArea_1_1\[Converted\].pdf](http://www.compassidaho.org/documents/prodser/CIM2040/Maps/CompassPlanningArea_1_1[Converted].pdf)

MAP-21 Required Elements

The current federal transportation law, MAP-21, was signed into law on July 6, 2012. It states that metropolitan planning shall consider projects and strategies that will

- support economic vitality, especially by enabling global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and non-motorized users;
- increase the security of the transportation system for motorized and non-motorized users;
- increase the accessibility and mobility of people and freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation; and
- emphasize the preservation of the existing transportation system.

MAP-21 also requires that regional long-range transportation plans include the following:

- an identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system
- a description of the performance measures and performance targets used in assessing the performance of the transportation system
- a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities

- a financial plan that
 - demonstrates how the adopted transportation plan can be implemented;
 - indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and
 - recommends any additional financing strategies for needed projects and programs.
- operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods
- capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs
- proposed transportation and transit enhancement activities

Regional Long-Range Transportation Plan: *Communities in Motion 2040*

Federal requirements outlined in MAP-21 direct each state and MPO to conduct a continuing, cooperative, and comprehensive transportation planning process. As the delegated transportation planning authority for Ada and Canyon Counties, COMPASS is responsible for conducting the planning process for the region. This document, CIM 2040, is a product of that planning process.

A long-range transportation plan such as CIM 2040 is required in order for transportation projects in the planning area to receive federal funding. Long-range transportation plans must be updated (or a new plan written) every four years. They must look at least 20 years into the future and address future needs of the region based on projected growth, land use, demographics, and other factors. Public involvement is an important part of the planning process and is discussed in more detail in Chapter 2.

CIM 2040 is required to be “fiscally constrained”—that is, it lists projects that have a reasonable chance of being funded based on current financial conditions. It also contains a prioritized list of needed transportation projects that are currently unfunded.

The plan discusses the congestion management process, including operations and management improvements, as a means of addressing future needs. With its long timeframe

and comprehensive view of the transportation system, CIM 2040 provides insight into how transportation policies can be turned into future investments in the region.

Themes of the Plan

The following four themes were developed for the regional long-range transportation plan in 2006 (*Communities in Motion 2030*), and have been incorporated in subsequent plans, including this one:

Connections: Providing options for safe access and expanded mobility choices for all users in a cost-effective manner in the region.

Coordination: Achieving better inter-jurisdictional coordination of transportation and land-use planning.

Environment: Minimizing transportation impacts to people, cultural resources, and the environment.

Information: Coordinating data gathering for all modes and dispensing better information.

Goals of the Plan

The COMPASS Board established 17 goals for CIM 2040. These goals tie to the four themes above.

1. Transportation

- 1.1 Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.
- 1.2 Improve safety and security for all transportation modes and users.
- 1.3 Protect and preserve existing transportation systems and opportunities.
- 1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.

2. Land Use

- 2.1 Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

- 2.2 Recognize and more clearly define and support the regional role of all communities, including small communities.
- 2.3 Encourage infill development and more compact growth near community-identified activity centers.
- 2.4 Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.

3. Housing

- 3.1 Encourage mixed-use neighborhoods, town centers, and other development types that include a variety of housing options to meet the transportation and housing needs of all socio-economic groups.

4. Community Infrastructure

- 4.1 Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.
- 4.2 Promote maintenance and preservation of existing infrastructure.

5. Health

- 5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.

6. Economic Development

- 6.1 Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley.
- 6.2 Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate.

7. Open Space

- 7.1 Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.

8. Farmland

- 8.1 Protect and enhance transportation routes for the efficient movement of farm equipment and products.
- 8.2 Protect agricultural land for food, fiber, and fuel production and support of other agricultural and food-related businesses.

Each goal also has one or more objectives that support specific areas of the goal. Each objective then has a number of tasks that contribute to the fulfillment of the goal. The objectives and tasks can be found [online](#).

CIM 2040 also includes a tiered approach to performance measurement. Fifty-six performance measures track progress toward the CIM 2040 goals. Each performance measure has a performance target to quantify and track progress. The performance measures and targets are discussed in Chapter 10, and can also be found throughout the document as they relate to individual topics.